



## I-5 / SR-56 INTERCHANGE PROJECT

### Steering Committee Meeting Notes

November 15, 2007

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TO: Steering Committee, File

FROM: Marnell Gibson

ATTD:

| <u>Name</u>      | <u>Representing</u> |
|------------------|---------------------|
| Allan Kosup      | Caltrans            |
| Anne Marie Boyer |                     |
| Anne Harvey      | Carmel Valley CPB   |
| Arturo Jacobo    | Caltrans            |
| Barbara Cerny    | Torrey Pines CPB    |
| Barbara Isieski  |                     |
| Bob Diehl        | Resident            |
| Bob Lewis        | Torrey Pines CPB    |
| Beth Fischer     | Pardee Homes        |
| Brad Johnson     | City of San Diego   |
| Carla Laporte    | Homeowner           |
| Chris Johnson    | Dokken Engineering  |
| Cindy Kinkade    | EDAW                |
| Claire Schmidt   |                     |
| Craig Rustad     | Homeowner           |
| Daniel Brown     | Homeowner           |
| Deanna Spehn     | Senator Kehoe       |
| Diane Bluechel   | Homeowner           |
| Darwin Cruz      | Dokken Engineering  |
| Dave Nemecek     | Homeowner           |
| David Nagy       | Caltrans            |
| Frank Gaines     | City of San Diego   |
| Garian Rustad    | Homeowner           |
| Gerard Lumabas   | Dokken Engineering  |
| Ian Port         | CV News             |
| James O. Boyer   | Homeowner           |
| Jan Fuchs        | Carmel Valley CPB   |
| John Dean        | Homeowner           |
| Joris Gieskes    |                     |

|                     |                     |
|---------------------|---------------------|
| Jude Siegfried      |                     |
| Judy Hemenway       | Homeowner           |
| Karen Grant         | Homeowner           |
| Kerry Santoro       | City of San Diego   |
| Lois Stanton        | Homeowner           |
| Lucinda Batch       |                     |
| Mary Hochleutner    | Portofino Homeowner |
| Marnell Gibson      | City of San Diego   |
| Philip Raphael      |                     |
| Scott Tillson       | Carmel Valley CPB   |
| Sherri Lightner     | Self                |
| Sherry Hendrickson  | Homeowner           |
| Sheryl Harvey       | Self                |
| Todd Bluechel       | Homeowner           |
| Richard Hochleutner | Portofino Homeowner |

LOCATION: Carmel Valley Library

SUBJECT: I-5 / SR-56 Interchange Project Steering Committee Meeting

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## **1. Introductions**

Steering Committee participants introduced themselves. Marnell Gibson explained the purpose of the Steering Committee meetings. Marnell G. stated that the meetings provide a forum for input from community representatives, Community Planning Board members, the City and Caltrans. Marnell G. added that the meetings serve as a means of disseminating important information about the I-5/ SR-56 Interchange Project and that they are not a hearing process. Allan Kosup added that project development is a very long process with many interim decisions and Steering Committee meetings are meant to provide a working group in which information and input can be exchanged.

Allan K. stated that it was important to address issues such as the Purpose and Need for the improvements. The I-5/SR-56 Interchange Project is meant to improve congestion and travel time, as well as to provide accommodation for growth throughout the entire region. Once we determine which alternatives to pursue, we can then move forward with the environmental process.

A resident stated that when the I-5/SR-56 Interchange Project had been discussed several years ago, the entire community was in opposition. Allan K. responded that the volumes, both current and forecasted, require that improvements be considered. Allan K. added that it is important to assess and compare the impacts of the various alternatives.

Philip Raphael stated that the current noise impacts are already in excess of the federal standards. Allan K. responded that the issue of noise impacts on the I-5 corridor is important and will be addressed.

Mary Hochleutner stated that Section 7, Paragraph 2 of the August 16, 2007 meeting minutes should have said, “in addition to mitigation for properties taken, will there be mitigation for the loss in property value of adjacent homes not under direct impact?” Arturo Jacobo responded that under federal guidance there can be no mitigation for adjacent homes which are not directly impacted.

## **2. Project Schedule Update**

Chris Johnson stated that the draft Environmental Document (ED) submittal date for Caltrans and City review will occur later in 2008.

## **3. Traffic Study Updates**

Chris J. clarified that the operational analysis is 80-90% complete for the 2030 Direct Connector Alternative only. Chris J. added that volumes and operational analysis for the 2030 No-Build Alternative and the 2030 Auxiliary Lane Alternative are in development and that we do not have a basis for comparison between each of the alternatives.

## **4. Project Notebook**

Chris J. stated that one of the main purposes of the project notebook is to provide information about the progression of the project and some of the alternatives that had been considered in the process. Chris J. asked meeting attendees to take a copy of the project notebook and review/comment accordingly. Chris J. proceeded with a brief overview of the project notebook.

### **Purpose and Need**

Chris J. stated that the technical studies in support of the statements made in this section are currently under development.

### **Feasible Alternatives**

Chris J. provided a brief description of the Direct Connector and Auxiliary Lane Alternatives.

A resident stated that if the current project is designed for 2030, what will be done for 2050. Chris J. responded that it is standard practice to design for 20 years in the future.

### **Alternatives Considered & Withdrawn**

A resident asked if there has been consideration for using a left exit for the southbound I-5 to eastbound SR-56 (S-E) connector. Allan K. stated that the evaluations of several alternatives that had been considered and withdrawn were made three to four years ago. Allan K. added that as we go through the project process and reveal more detail about the impacts, costs and benefits of each alternative, we might determine that old alternatives should be re-evaluated.

Bob Lewis stated that members of the community should focus on supporting the Auxiliary Lane Alternative since it offers a solution with minimal impacts.

### **Evaluation Matrix**

A resident asked if there would be a numeric system for ranking the importance of individual criteria in the Evaluation Matrix. Chris J. responded that a mathematical approach for ranking criteria is difficult to use because the value assigned will vary by person.

A resident stated that the impacts to adjacent homes should be included. Chris J. responded that such impacts are incorporated into the Community Impacts section of the Evaluation Matrix and that the matrix is not intended for that level of detail.

A resident asked which agency is in charge of the project. Arturo J. responded that the project is a joint effort between FHWA, the City of San Diego and the State of California (Caltrans).

A resident asked if the San Diego City website could be updated to include helpful information and drawings for the project. Brad Johnson responded that such an update is currently under development.

### **5. Auxiliary Lane Alternative**

Chris J. presented the Steering Committee with two exhibits illustrating the Auxiliary Lane Alternative. The Auxiliary Lane Alternative consists of an auxiliary lane and retaining wall from the southbound diamond I-5 on-ramp at Del Mar Heights to the Carmel Valley Road off-ramp, a modified NB I-5 on-ramp at Carmel Valley Road, and associated improvements to SR-56. Alternative 3B maintains the slip off-ramp to Carmel Creek Road along eastbound SR-56.

Chris J. stated that the Auxiliary Lane Alternative maintains the existing configuration of the I-5/SR-56 Interchange while at the same time increasing the capacity of the interchange. This is done through improvements to ramps at all five interchanges within the project limits, improvement of the Carmel Valley Road to I-5 intersection and the addition of an auxiliary lane along southbound I-5. Chris J. added that this alternative has minimal right of way impacts. There are possible property impacts along the Del Mar Heights southbound I-5 entrance ramp.

Philip R. asked if Chris J's statement includes noise impacts. Chris J. responded that the noise study is being pursued independent of the physical impacts.

Allan K. stated that the Auxiliary Lane Alternative provides improved service, however it is important to evaluate the cost versus benefit of each alternative.

### **6. Direct Connectors Alternative**

Chris J. presented the Steering Committee with three exhibits illustrating the Direct Connectors Alternative. Alternative 2A, features a southbound I-5 to eastbound SR-56 structure beginning south of the last home along Portofino Drive and eliminates the slip off-ramp to Carmel Creek Road along eastbound SR-56. Alternative 2B, features the same S-E structure as Alternative 2A, however, maintains the slip off-ramp to Carmel Creek Road. Alternative 2B has an impact of approximately 0.7 acres to the Carmel Valley Restoration and Enhancement Project (CVREP) just to the south of SR-56.

Chris J. stated that the elimination of the slip off-ramp in Alternative 2A avoids impacts to the CVREP area.

Chris J. stated that there are significant right of way impacts along southbound I-5 for the Direct Connector Alternative.

Chris J. stated that the use of tieback retaining walls helps in reducing impacts to property and right of way. However it may be necessary to obtain easements for the construction and maintenance of the walls and their anchoring systems.

A resident asked if, from an engineering standpoint, the Direct Connector Alternative has the most capacity and is the most costly of the two build alternatives. Chris J. responded yes. The resident asked if there was a preferred alternative. Chris J. said that there was no preferred alternative. Allan K. responded that there are many agencies involved in the decision making process. Some of the agencies include the Environmental Protection Agency (EPA), San Diego Association of Governments (SANDAG), California Coastal Commission (CCC), FHWA, Caltrans and the City of San Diego. Allan K. said that the Steering Committee meeting is designed to allow input from the community.

A resident asked how high the S-E structure will be along Portofino Circle. Chris J. responded that the structure will be at approximately the same elevation as the homes near Portofino Circle.

A resident asked if community members will be informed of the project construction date. Allan K. responded that there is approximately one year between the draft and final ED and, assuming there is funding for design, the construction plans will take approximately two years to complete. Allan K. added that it is unlikely that the funding will be available within the next five years and, therefore, construction could begin no sooner than 2012.

A resident asked if there would be mitigation for improvements to homes made before property takes. Scott Tillson responded that there will be mitigation for property at the future property value, regardless of exact dollar amount invested for home improvements.

A resident stated that the North Crossover Alternative should be studied further. Scott T. responded that this alternative was dropped because instead of reducing impacts, it simply shifted them north of the Portofino area.

A resident stated that details of the project have not been made readily available to the public. Barbara Cerny responded that the Torrey Pines Community Planning Board disseminates information for and holds meetings

regarding the proposed I-5/SR-56 Interchange Project. Scott T. stated that the Steering Committee meetings have always been made open to the public. Scott T. added that the extent of the right of way impacts were not readily apparent until the last meeting, in mid-August.

A resident stated that the I-5/SR-56 Interchange Project would only cause congestion to be shifted south to the I-5 interchange at Genesee Avenue. Allan K. responded that improvements at Genesee Avenue are currently under study.

## **7. Next Meeting**

The next Steering Committee Meeting will be held at the Carmel Valley Public Library on Thursday, February 21, 2008 at 2:00 PM.

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NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Chris Johnson, P.E.